

Our Dumb Animals.

"WE SPEAK FOR THOSE WHO



CANNOT SPEAK FOR THEMSELVES."

"I would not enter on my list of friends,
Though graced with polished manners and fine sense,
Yet wanting sensibility, the man
Who needlessly sets foot upon a worm." — *Courper.*

Vol. 5.

BOSTON, APRIL, 1873.

No. 11.

Our Dumb Animals.

Published on the first Tuesday of each Month by the

Mass. Soc. for Prevention of Cruelty to Animals,

AT THE SOCIETY'S ROOMS,

46 Washington Street Boston.

TERMS.—\$1.00 per annum, in advance.

Postage in the city, FREE. To all parts of the United States, outside of Boston, TWELVE CENTS PER ANNUM for each package of two ounces, payable in advance, at the office where received, or at our office.

Articles for the paper, and subscriptions, may be sent to the Secretary.

GEORGE T. ANGELL President.
HENRY SALTONSTALL Treasurer.
FRANK B. FAY Secretary.
CHARLES A. CURRIER Special Agent.

OUR NATIONAL LAW.

At last the law for preventing cruelty to animals in transportation on railroads has been enacted by Congress. The original bill was drawn at our request, two years ago, by Judge Bigelow of this State, and with some amendments passed the House, but failed to be reached in the Senate. Last April it again passed the House, and with some trifling amendments was adopted by the Senate; but Congress adjourned before the amendments were acted upon by the House. But on March 3 the amendments were concurred in; and the law will be in force Oct. 1, 1873. We are indebted to the New York, Pennsylvania, and Washington Societies, for their aid, personal and by correspondence, in securing the passage of this bill. The following is a copy of the law:—

AN ACT to prevent cruelty to animals while in transit by railroad or other means of transportation within the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no railroad company within the United States whose road forms any part of a line of road over which cattle, sheep, swine, or other animals, shall be conveyed from one State to another, or the owners or masters of steam, sailing, or other vessels carrying or transporting cattle, sheep, swine, or other animals, from one State to another, shall confine the same in cars, boats, or vessels of any description, for a

longer period than twenty-eight consecutive hours, without unloading the same for rest, water, and feeding, for a period of at least five consecutive hours, unless prevented from so unloading by storm, or other accidental causes. In estimating such confinement, the time during which the animals have been confined without such rest on connecting roads from which they are received shall be included, it being the intent of this act to prohibit their continuous confinement beyond the period of twenty-eight hours, except upon contingencies hereinbefore stated. Animals so unloaded shall be properly fed and watered during such rest by the owner or person having the custody thereof, or in case of his default in so doing, then by the railroad company or owners or masters of boats or vessels transporting the same at the expense of said owner or person in custody thereof; and said company, owners, or masters shall in such cases have a lien upon such animals for food, care, and custody furnished, and shall not be liable for any detention of such animals authorized by this act. Any company, owner, or custodian of such animals who shall knowingly and wilfully fail to comply with the provisions of this act shall, for each and every such failure to comply with the provisions of the act, be liable for and forfeit and pay a penalty of not less than one hundred nor more than five hundred dollars; *Provided, however,* That when animals shall be carried in cars, boats, or other vessels in which they can and do have proper food, water, space, and opportunity for rest, the foregoing provisions in regard to their being unloaded shall not apply.

SEC. 2. That the penalty created by the first section of this act shall be recovered by civil action in the name of the United States, in the circuit or district court of the United States holden within the district where the violation of this act may have been committed, or the person or corporation resides or carries on its business; and it shall be the duty of all United States marshals, their deputies and subordinates, to prosecute all violations of this act which shall come to their notice or knowledge.

SEC. 3. That any person or corporation entitled to lien under the first section of this act may enforce the same by a petition filed in the district court of the United States holden within the district where the food, care, and custody shall have been furnished, or the owner or custodian of the property resides; and said court shall have power to issue all suitable process for the enforcement of such lien by sale or otherwise, and to compel the payment of all costs, penalties, charges, and expenses of proceedings under this act.

SEC. 4. That this act shall not go into effect until the first day of October, eighteen hundred and seventy-three.

LIVE STOCK SMOTHERED.

Special Despatch to the Boston Globe.

PITTSBURG, April 7.—A train of cars containing live stock arrived here yesterday from Chicago; and, when the train stopped at East Liberty, nearly all the stock was found to be smothered. The hogs smothered numbered nearly 1200, and the cattle 200, besides a number of sheep. The hogs belonged to Samuel Allerton of Chicago, and the stock was consigned to parties in the Eastern markets. At Communipaw nearly every train arriving has more or less stock smothered.

By taking revenge, a man is but even with his enemy; but in passing over it he is superior. — *Lord Bacon.*

KINDNESS.

BY MRS. M. A. HOLT.

"If we knew the baby-fingers,
Pressed against the window-pane,
Would be cold and stiff to-morrow,—
Never trouble us again,—
Would the bright eyes of our darling
Catch the frown upon our brow?
Would the print of rosy fingers
Vex us then as they do now?"

I THINK but few human beings really understand the power of kindness in this world of ours. If this great principle of love and gentleness combined was better understood by people generally, there would be fewer breaking hearts and tears of lonely grief in this bleak, cold world. But, alas! there are some truths that human beings never learn until they are just ready to enter into the death-valley; and so the lesson that they have gleaned by living is received too late. It is strange how blind people are to the workings and results of certain principles of right and wrong. I cannot just understand the mystery of this seeing and yet not seeing.

The law of human kindness is a strong one; and the world, with all its wickedness, finds it very hard to resist it. Vice and evil hide away from it, while folly and waywardness are wholly subdued by its gentle influences. There is some invisible charm lingering wherever it rules, and peace and quietness dwell in the serene atmosphere. It costs but a little effort to enforce this law that regulates so gently the conduct of mankind. It saves many scenes of wild commotion, and leads the votaries of error quickly upon the stepping-stones of right and truth.

The fact is, that passion and tyranny usually crush out from the soul this little germ of kindness given to us by our kind heavenly Father. We cannot bear the ills and vexations of life gently and patiently, and so we let passion control us. We generally fail to regulate the conduct of those who trouble us in a satisfactory way; and so we are discontented and unhappy. Alas! we did not let the sweet principle of kindness rule. . . .

A word of kindness and a look of sympathy cost but little; and yet we frown and condemn, and let the evil principle govern us. The love of the sweet child is chilled, and friendship robbed of its sweetness, by deeds of unkindness.

Let us try to understand better this grand secret of human kindness. — *Moore's Rural New-Yorker.*

MOMENTUM vs. THE PROFESSOR.

TWO LEGS OR FOUR.

THE extent to which theory often fails in practice, is furnished by a venerated professor, a most distinguished mathematician, whose works are still used as text-books in many of our institutions, and which occurred within the compass of our own experience.

He went to Bethel; on his return he spent the sabbath in Lewiston. Monday morning he was told the horse was sick. Nevertheless he started. The horse went a few rods, fell down, and broke both thills. He then sent his wife home, and also sent to Brunswick for another horse and carriage to take him and the broken chaise home.

When the driver came, they lashed the two vehicles together, and started. All went well till they came to the first long, steep hill between Lewiston and Brunswick; on its summit they held a consultation. The professor had an exaggerated idea of his strength, and said: "Mr. Chandler, it is too much for the horse to hold these two carriages on this steep descent: take the horse out; I will get into the shafts."

"Professor," replied Chandler, "the breeching is strong, and so is the arm girth."

"But the horse, Mr. Chandler; it is too much for the horse. Besides being stronger, I know how to take advantage of the descent, and can manage it much better than the horse."

"If the horse can't hold it, you can't."

"Do you, sir, intend to place me, in point of intelligence and knowledge of mechanical forces, below a horse? I have made mathematics the study of a lifetime."

"I have no intention to be disrespectful, sir; but I know that a horse understands his own business, which is handling a load on a hill, better than all the professors in the United States. I was sent up here by my employer, who confides in me to take care of his property. If you will take the business out of my hands, and be horse yourself, you must be answerable for the consequences."

The professor had a habit, when a little excited, of giving a nervous twitch at the lappel of his coat with his right hand.

"I," replied he, with a most emphatic twitch, "assume all responsibility."

The driver, in reality nothing loath to witness the operation, took out the horse, and held him by the bridle; and the professor, getting into the shafts, took hold of them at the ends. The forward carriage was just descending the hill, and the hinder one a little over the summit, when the professor trod upon a rolling stone, which caused him to plunge forward, and increased the velocity of his load so much, that he was forced to walk faster than he desired, and exchange the slanting position — with his shoulders thrown well back, and his feet braced — which he had at first adopted, for a perpendicular one. At length he was pushed into a run; the carriages were going at a fearful rate.

At the bottom of the hill was a brook; on each side, precipitous banks. The professor was between Seylla and Charybdis, going nine feet at a leap. In order to cramp the forward wheel, he turned suddenly to the right. The shafts of the forward carriage went two feet into the bank, breaking both of them short off; the lashing of the hinder one slipped; it ran into the forward one, breaking the fender, and both vehicles turned over at the bottom of the hill with a tremendous crash, the learned gentleman describing a parabola — one of his favorite figures — and landing some rods away. He rose from the earth a dirtier and wiser man; knees skinned, pants torn, a piece of skin knocked off his forehead, and his best hat flat as a pancake underneath the hind carriage; and, looking around about him, exclaimed, —

"Is it possible I could have been so much deceived as to the momentum? It was prodigious!"

"I don't know any thing about momentum," exclaimed Chandler, "but I know something about horses. I know it makes a mighty difference about holding back a load on a steep hill whether the horse has two legs or four, and whether he weighs one hundred and seventy-five or one thousand two hundred pounds."

It cost the professor \$37.50 to ascertain how much horse-power he represented. — *Spark of Genius.*

HARRY'S PRAYER.

BY MRS. L. S. GOODWIN.

My little boy, beside my knee,
His evening prayer had said;
But silent, kneeling, lingered he,
Still meekly bowed his head.

I deemed that sleep had given him, then,
Draughts from her soothing cup;
So spoke for him the low *amen*,
And sought to raise him up.

A sob; and, shrinking from my touch,
"Say, mamma, may I pray
For the white colt I've loved so much? —
Cadet was sold to-day."

"Yes, Harry, pray for what you will, —
The tender Jesus hears."
His blue eyes heavenward turned until
I saw their pearly tears.

"Thou who in every place can see,
Watch little horse, and let
Him soon forget this home and me, —
Only not quite forget.

"Bless his new master; make him kind,
(Here two great tear-drops fell);
"And may he always have the mind
To treat my nobby well!"

"Watch if he feeds the measure full;
Watch if the stall is warm;
Set down how hard he makes him pull;
Each angry-lifted arm.

"So write it, good or bad, till near
He comes to heaven, and then
Speak up, and ask, for all to hear,
About Cadet. Amen."

I would the master could have heard,
That prayer in choking tone:
He might have felt the good Lord shared
The beast he called his own.

Christian Era.

FRANKENSTEIN THE ARTIST.

IN giving an account of the death and burial of this man, the Springfield (Ohio) "Republican" says, —

"Mr. Bergh and those other humane men who are trying to promote the feature of kindness to dumb animals would have delighted in associating with the deceased. Of domestic animals he was very fond, and was very tender toward them. At one house where he visited was a beautiful white Maltese cat, with long, silky fur, and a face that was almost human in its intelligence. This cat he always sought nearly as soon as he entered the house. On the last night of his life his friend, at whose house the cat staid, came to his bedside; and he held out both of his emaciated hands to clasp his, and, after asking of his wife's health, almost shouted, with a flash of his characteristic humor lighting his eye, 'How is the cat?' He had had domestic pets at his own house, — cats, mocking-birds, &c., but they had all died; and a very beautiful cat had been secured for him at the East, and was awaiting the time when he could go after it and bring it. This propensity of our deceased friend gives an insight into the life of the man. This love for dumb animals was but a part of a profoundly deeper and tenderer love for his friends. No son was ever more devoted and faithful than he to his aged mother, whom he tenderly loved; and no brother was ever more affectionate and thoughtful than he to his sisters, whom he had now left bereaved and disconsolate.

THE character of our world depends more upon our inward life than upon any accidents of outward circumstance. It is not in our material surroundings that we are to look for blessedness: we are to realize it only by means of right inward conditions. It is not our outward circumstances that make or mar the completeness of our lives so much as it is the spirit in which we meet and deal with them.

MR. BERGH'S PROPOSED LAW.

ALTHOUGH the New York Legislature have refused to enact the bill which Mr. Bergh introduced, we give below the substance of it, as a matter of record, and as hints for future use in other States. Some of its propositions will be considered extreme; but pioneers are accustomed to take advanced ground, and only by years of earnest advocacy can public acquiescence be obtained. The bill provided that, —

"Slaughtering shall be concealed from public view;" that no child under fourteen years of age shall be employed in any slaughter-house; punishes for neglect of proper food, water, and shelter, in the slaughter-yard, or other enclosures, and for confinement in a place injurious to the health of an animal.

Killing shall be done by a blow upon the head or other means producing insensibility, exception being made in favor of the Jews, whose tenets require blood-letting only. "Pigeon and turkey shoots" are forbidden. The bill also forbids throwing salt or saltpetre on streets to dissolve snow or ice; requires an extra horse on street-cars where the grade has more than one foot rise in fifteen; forbids carrying passengers or animals on trains containing petroleum; compels railroads to furnish their stock-cars with water-troughs, and buffers or springs to prevent concussion. The president or chief executive officer of railroad companies are held liable for the execution of this section.

The bill also authorizes the agents of the New York Society to take charge of any animal and vehicle, the driver of which has been arrested for cruelty; and the owner shall be responsible for expense in taking care of the same. Owners are held jointly responsible for the acts of their agents, unless it appears that the agent acted against the express direction or without the knowledge of the employer. It gives agents of the Society authority to arrest in any part of the State, and authorizes the Society to have suits against them transferred to the Supreme Court for trial, which court may change the place of trial on certain conditions; authorizes agents of the Society and magistrates and police to kill animals, if glandered, injured, or diseased past recovery; and punishes any person or corporation for using such an animal, or conveying him from one county to another for use. Authorizes the issuing of search-warrants; gives agents the right to use force in preventing cruelty, and to summon aid from any bystanders; gives the President or the Counsel of the Society authority to appear before any court in the State, and gives all fines in such cases to the Society. Requires eight days' notice of injunctions against the Society; provides that the word "animal" shall include "every living dumb creature," the words "torture," "cruelty" and "cruelty" shall include every act whereby unnecessary suffering is caused. The words "owner" and "person" shall include corporations as well as individuals, and corporations shall be held for the acts of their agents.

Many of the above propositions are included in the Massachusetts law; and some others ought to be, and we hope yet will be. As public sentiment becomes better educated, better laws will be enacted, until the rights of animals will be as thoroughly respected as the rights of men, and such recognition will be seen to be in the direct line of human education.

A HORSE RESCUED.

A GENTLEMAN having a span of horses who were much attached to each other, went with them on a fishing excursion, and tied them, detached from the carriage and harness, several yards apart, to feed on the grass near the Lake, while he took lunch in a shanty. While there, one of the span came near the shanty, gave one neigh, and hastened away. The gentleman, surprised to see the horse loose, followed, and found the other lying in the lake entangled in the rope, and struggling to keep his head above water.

For Our Dumb Animals. A MOTHER'S INFLUENCE.

LANCASTER, PENN., March, 1873.

PERMIT me to thank you for your noble efforts in behalf of the suffering brute-creation, an object of pity to every well-disposed person. But the subject has been so neglected, that children have grown to regard animals as having no feelings; and many drivers of horses and mules still insist that whipping does not hurt them much. You have a beautiful motto for your paper, a favorite verse of my dear mother's, who early taught her children not to inflict needless pain upon the most insignificant of God's creatures. My earliest recollections are of saving the crumbs from the table, and feeding the birds at our door. To encourage us in this good work, she would say, "That is right, my dear, never waste the smallest particle of food: it will do some starving animal good. We are all grown men and women, but we have never forgotten her teaching; and, during the severity of the past winter, I have been pleased to see both brothers and sisters, in the hurry of business, stop to clear the ground of snow, and feed the birds."

I make particular mention of the above facts, to impress upon mothers the necessity of beginning in early childhood to give lessons of kindness to their children, and not allow them to torture a kitten or pet dog. Furthermore, I do most seriously object to parents giving the boy a toy whip; for one of his first lessons is to *whip* something. If that something is a chair or some inanimate object, as the child grows to manhood it will be substituted for an animate object; and woe to the poor brute!

We cannot begin too young to impress upon the child, that to whip *does* hurt.

I have seen less abuse of animals here than in any town I have visited in this State; which is owing to the fact that there are no rivers or canals, and that the society has an agent here.

I want to say something about the canals and rivers. Wherever they are, there you will find untold suffering and horrors; and I entreat you not to weary in your merciful work until there is an efficient agent in every town in the United States. Interest ladies if possible; for many times one word from them will do more good than the law.

NOT FOR SALE.

AMONG the section-men who were "snowed in" by the late fearful snowstorm, was one who lived several miles from St. James. He was unable to reach home; and his wife became alarmed for his safety, and he was uneasy about his family. On Thursday a shepherd-dog belonging to him came bounding into St. James with a little leather bag attached to his collar, in which was a letter from his wife containing the joyful intelligence that they were "all well at home," and asking for news of her husband. A letter was written informing the wife that the husband was safe, and would return home as soon as he could reach there. This letter was placed in the leather bag, and the faithful animal told to "go home." Away started the almost human animal through the fearful storm and snow-drifts, and arrived safely home with the precious news so anxiously looked for by the waiting wife and mother. That dog is not for sale.

DOG PARTNERSHIPS.—A writer in "Land and Water" testifies that he long knew a pointer and greyhound that formed a partnership, to which the first contributed his power of scent, and the other his swiftness of motion, as their respective capital. Every few days they would go out rabbit-hunting. The pointer seeking the game, and indicating where it was, while the greyhound would run it down. They would then enjoy their game-dinner and return to their several homes. The same writer records a similar arrangement entered into between a terrier and collie. He also gives an account of a dog that hunted both sheep and rabbits, and, to guard against detection and punishment, washed himself in a stream, and wiped his coat on the grass, before returning from his excursions.

For Our Dumb Animals.

ONLY A DOG.

BY BEATRICE.

LITTLE dog, is it only a legend,
Believed in by some,
That, at the fall of Adam, birds and beasts
Were all stricken dumb,
And that reason, not instinct, was left them?
Who looks in *your* eyes,
Lighted up with a love more than human,
Because it is wise,
Must acknowledge thoughts constantly stirring
The depths of your brain,—
One instant expressing great pleasure,
The next moment pain.
Donatello's most beautiful statue
And you, lack the same
Blessed gift of our Father in heaven,
Praise be to his name!
If the portals of silence were loosened,
And you could but speak.
What eloquent pleadings you'd utter
In aid of the weak!
You and I, little Linda, have travelled,
For many long years,
The rough pathway of this life together,
Oit watered with tears.
Our sorrows have been very many,
Our joys but a few;
Our love has been constant, not changing,
Because it is true.
And when He, in his infinite mercy,
His angels shall send
With a summons, a call over Jordan,
Will this be the end?
If, in the green fields of Eden we read of,
We should meet again,
I can say, little dog, to the Master,
"I never gave pain
To the feeblest of all of his creatures:
This only my plea."
Will it bring, in the balance of justice,
A pardon for me?

WAITING FOR ME.

ONE of our lady correspondents concludes her letter thus:—

"I have one ccsset sheep, three 'bossies,' and four hens (belonging to the man who carries on this farm), waiting for me to give them apples, which I do every morning. The sheep is at the hall door, and one of the cows is trying to get in at an open window, so I must stop writing and go and fill their pretty mouths."

SHOCKING BRUTALITY.

Few instances of brutality have come to our knowledge as bad as the one that lately occurred in this city. Four men, engaged as carters, found one of their horses unable to start a heavy load of manure. One of the men suggested the expedient of attaching a chain to the lower jaw of the animal, and fastening the other end to a cart. The horse in this cart was then made to pull, till the lower jaw and tongue of the other unfortunate animal were actually torn off.

Such acts as these attest the need for the humane societies which have given their aid in enforcing the laws against crimes of which the dumb victims cannot themselves complain. Two of the men were arrested for their share in this business; two others have not yet been found. The courts and the press should unite in condemning such offences which violate alike the laws of the State and the principles of humanity.—*Philadelphia Age*.

As a stout old lady got out of a crowded coach in front of the Russ House the other day, she exclaimed, "Well, that's a relief, any how!" To which the driver replied, eying her ample proportions, "So the 'osses think, mum."

For Our Dumb Animals.

CHECK-REIN AND OTHER CRUELITIES.

Is there no law to prevent the indiscriminate use of a tight check-rein? I live on a thoroughfare much frequented by various kinds of heavily loaded teams; and, of course, have a chance to see a great deal of the use of the check-rein, as it is by no means discarded by those who travel this way. Two heavily loaded lumber-teams passed here yesterday, with, I presume, a sufficient number of horses for each; but the thill horses to both of them were most unmercifully checked up. The team was stopped just after passing our residence; and, while waiting, the thill horses were continually champing their bits, shaking their heads, and exhibiting other evidences of discomfort, all of which were occasioned solely by the agony they experienced from the tight check-rein, as any one could see at a glance. I have not had my sympathies so enlisted for a dumb animal for many days. Since living where I now do, I have witnessed various cruelties practised upon animals, but, lest I weary you, I will not enumerate them.

A Subscriber and Friend to Dumb Animals.

NEWTON HIGHLANDS.

For Our Dumb Animals.

ANOTHER SUGAR CURE.

In your January paper, I noticed the article headed, "A Horse that loved Sugar." I have a colt five years old, quite fast and high spirited; but I have never struck him with the whip since I bought him last March. I have taught him to obey my slightest wish, by means of lump sugar, of which he is very fond. He will ask for it by nodding his head and neighing. When I first had him, he would not stand quietly for one to get into the carriage; and I determined to try sugar. I gave him a lump, and from that day to this he never offered to move until I am entirely ready. Wasn't that better than whipping? A. G. C.

PROVIDENCE, R.I.

INTELLIGENCE OF COWS.—"The London Milk Journal" says, "That cows have memory, language, signs, and the means of enjoying pleasant association, and combining for aggressive purposes, has been recognized, but scarcely to the extent the subject merits. Travelling in Italy, many years ago, we visited some of the dairy-farms in the neighborhood of Ferrara. Interspersed among much of the low-lying, unhealthy land, remarkable for the prevalence on it of very fatal forms of anthrax in the summer season, are fine undulating pasture-lands; and the fields are of great extent. We happened to stop at a farmhouse one fine autumn afternoon, when the cows were about to be milked. A herd of over a hundred was grazing homewards. The women took their positions, with stool and pail, close to the house; and, as the cows approached, names were called out which at first were, we thought, addressed to the milkmaids. Rosa, Florenza, Giulia, Sposa, and many names, which were noted by us at the time, were called out by the overseer, or one of the women; and we were astonished to see cow after cow cease feeding, or chewing the cud, and make direct, sometimes at a trot, for the woman that usually milked her." Those cows must have been well treated. They were not abused when they did not happen to move just as the keeper wanted them to, nor kicked to get them to stand still, or to go where they were afraid to venture, or any of that sort of things. The cows, no doubt, knew their friends.

GOOD nature is that benevolent and amiable temper of mind which disposes us to feel the misfortunes and enjoy the happiness of others.

No good that the humblest of us has wrought ever dies. There is one long, unerring memory in the universe, out of which nothing good ever fades.—*Woolsey*.

To discover excellence is the best function of criticism. Culture will not make a clever man a good critic unless he have the gift of admiration.—*George H. Calvert*.

Our Dumb Animals.

Boston, April, 1873.

ANNUAL MEETING.

At the annual meeting of the Society, held March 25, the following Directors were elected for the coming year:—

GEO. T. ANGELL.
RUSSELL STURGIS, JUN.
W. W. MORLAND.
D. D. SLADE.
GEORGE NOYES.
THOMAS CONERY.
FRANKLIN EVANS.
WM. G. WELD.
Mrs. WM. APPLETON.
Mrs. J. C. JOHNSON.
Miss A. WIGGLESWORTH.
Miss HELEN BIGELOW.
Miss A. M. WELLINGTON.

HENRY S. RUSSELL.
GARDNER CHILSON.
C. L. HEYWOOD.
SAM'L E. SAWYER.
HENRY P. KIDDER.
G. J. F. BRYANT.
W. H. BALDWIN.
HENRY S. WASHBURN.
PATRICK DONAHOE.
JOSEPH WHITE.
ABRAHAM FIRTH.
FRANK B. FAY.

The treasurer, Henry Saltonstall, submitted his Annual Report.

The Constitution was so amended as to authorize the election of such number of directors as the Society may determine.

The Secretary reported the following as a synopsis of the work of the Society for the past year:—

The Society has published
12,000 copies of an essay on Stock Transportation.
30,000 essays on the Check-Rein.
50,000 small pamphlets, distributed at the "Jubilee" and at Agricultural Fairs.
130,000 copies of its paper "Our Dumb Animals."
6,000 copies of the Statute on Cruelty to Animals, and several hundred circulars on robbing birds' nests, shooting matches, and to butchers and drovers in regard to shelter for cattle.

Has sent
1,000 copies of an essay on Horse-Shoeing to the blacksmiths of the State.

Has placed bound copies of "Our Dumb Animals" in leading Hotels and Steamboats.

Has issued circulars to the Steam Railroads in the United States on the evils of Stock Transportation.

Has distributed two hundred prizes to scholars in forty Boston schools, for compositions on "Kindness to Animals;" also prizes at the New England Agricultural Fair, for various improvements to lessen the suffering of animals, and for essays on slaughtering, and insect-eating birds, and has offered additional prizes to the schools throughout the State.

An agent has been employed to travel over the railroads in New England, and west to Chicago, investigating stock transportation and slaughtering.

An "Animals' Home" has been established at Boston Highlands.

Check-Rein Signs have been erected at the foot of steep hills.

Drinking-Troughs have been located at several points.

Hundreds of old and disabled horses have been killed, hundreds of others withdrawn from work, and other hundreds provided with better shelter by our direction.

About three hundred persons have been prosecuted for cruelty to animals, and more than two thousand cases have been investigated.

Police stations in Boston and other cities have been provided with hammers and hoods for killing horses.

Several other States have been induced, by correspondence, and the distribution of documents, to pass laws and form societies.

A National Law has been secured in Congress, to prevent cruelties in the transportation of cattle, and an effort is making to prevent, by statute, the overloading of horse-cars.

At a subsequent meeting of the Directors the following officers were re-elected:—

GEORGE T. ANGELL, *President*.
HENRY SALTONSTALL, *Treasurer*.
FRANK B. FAY, *Secretary*.

And 100 Vice-Presidents, whose names will appear in our May paper.

POSTPONEMENT OF THE FAIR.

In answer to our circular to the ladies of the General Committee, inquiring in regard to the expediency of another fair, we have received a large number of letters. Many of these indicated an earnest love of the cause, and an earnest desire to work for it. Others indicated pre-occupation; others, ill health; and a few, a lack of interest in the writers or the community.

The Directors have carefully reviewed the whole matter, and have decided not to undertake a fair this season. They prefer to trust to the funds remaining from the last fair, with such additions as can be made from new memberships, donations, and subscriptions, to carry us through the season, and then depend upon the public to sustain us in some way, if they desire the work to go on. They have such a confidence in the value of the work, and the public appreciation of it, that they cannot believe it will be allowed to languish for the want of money to carry it forward. They are grateful to those earnest friends who have shown such a readiness to work or to give; and, although these may be disappointed at the decision in regard to a fair, it is hoped they will exert themselves in some other way to help sustain a society which seems to be doing a needed work.

RATES OF MEMBERSHIP.

Active Life,	\$100
Associate Life,	50
Active Annual,	10
Associate Annual,	5

All members receive "Our Dumb Animals" monthly, and all publications of the Society.

Our list of members will be published in our May paper. We trust before that time all our old members will have renewed, and many more joined.

In answer to an inquiry, we state that Honorary Memberships are not determined by the payment of any sum of money, but by vote, in consideration of valuable services rendered to the cause.

LADIES' BUFFALO BRANCH.

THE Annual Meeting of the Society was held last month, at which Millard Fillmore presided, and Rev. Dr. Chester was Secretary. Bishop Cox, Rev. Mr. Muller, Rev. Dr. Lord, Rev. Dr. Shelton, and Geo. A. Matrin, Esq., made addresses.

The annual report was made, showing gratifying progress, and an increasing public interest in favor of the Society. Great improvement has been made in the horses used on stone wagons and canal boats, and in the transportation of sheep, calves, and fowls. Cock-fights, dog-fights, and kindred efforts have been driven to other localities. Efforts are making for humane education by inducing scholars to become members of the Society, and by the circulation of the various papers devoted to this cause.

We wish we had room for extracts from the speeches made, but must deny ourselves the privilege. It is evident this Society is an active organization.

THE Woman's Branch of the Pennsylvania Society have recently held their annual meeting, an account of which has come to hand just as we are going to press. Mrs. White, the President, made an interesting annual address, followed by speeches from several gentlemen. The election of officers took place, a list of whom will be published in our next.

The Society finds itself restricted in every department by want of funds, and they propose to hold a fair in December next to replenish their treasury.

The agents have arrested one hundred and two persons, of whom sixty-five were convicted.

We regret to record the decease of Mrs. Sharp, wife of W. H. Sharp, the worthy secretary of the Illinois Society. She died at Griffin, Ga., on the 11th of February, aged 38. Friend Sharp has our heartfelt sympathy.

KINDRED SOCIETIES.—We hope to publish in our May paper a complete list of the officers of all the Societies in the United States and Canada, with the result of their year's work.

FOOT-ROT, AND THE USE OF SALT.

The disease in horses known as foot-rot has of late been very prevalent in Boston and vicinity; and some of our veterinarians and teamsters have asked us to procure some legislation prohibiting the use of salt by the Horse Railroads for melting the snow and ice on their tracks, which, it is contended, is the cause of the disease.

The statutes provide that the Boards of Aldermen and Selectmen may make such regulations in regard to the removal of snow and ice from the tracks, as, in their judgment, the public interest and convenience may require.

Section 12 of the Rules and Regulations of the Board of Aldermen of Boston forbids sprinkling salt, or any article of a decomposing nature, on the tracks, or washing the tracks or rails with brine for the purpose of melting the snow, *except a permit is granted by the Superintendent of Streets*, and said permit shall only be granted when the use of said articles will not be detrimental to vehicles on runners crossing the tracks and rails.

This regulation was evidently made with a view to prevent impeding public travel, and had no reference to the injury to horses' feet. A permit has heretofore been granted in Boston to use salt only upon the switches, and it has been forbidden to be used elsewhere upon the tracks.

Notwithstanding this, it is represented that salt is mixed with gravel which is scattered upon the tracks, at night, to produce the required friction; and although, as we are informed, the police have been instructed to prosecute any parties found violating the ordinance, we do not learn that any prosecutions have been made.

In New York a petition, signed by thousands of livery-stable keepers, truckmen, and owners of horses, was presented to the legislature, also letters from the principal veterinary surgeons in New York and Brooklyn, condemning the practice, and explaining the injurious, and often fatal, effects upon the feet of horses and other animals. Letters from many merchants in New York, to the same effect, were presented. Dr. Sayre, formerly Health Officer of New York, appeared before the committee of the Senate for the same purpose. But the desired legislation was refused.

Some of our veterinarians and horsemen are not yet convinced that salt is the cause of the prevailing disease; and we shall pursue our investigations further, and take such action as seems justifiable.

HOT AND COLD FITTING.

Much criticism has been made upon the defence of "Hot Fitting" of shoes which Mr. Fleming advocates, in the essay on Horse-shoeing which we have distributed. We can readily see how experts may differ on this point; and we can only say that Mr. Fleming is one of the leading veterinarians of England, and on most subjects is unquestioned authority. He states, however, that the hot shoe should remain on the hoof but "a few seconds," and claims that no injury will result. However, we are not experts, and must leave each interested party to judge from what he considers the best evidence.

CLEVELAND, OHIO.

Friends in Cleveland have just organized a society, with three hundred members, obtained in one week; and the following officers have been chosen:—

President, General J. W. Fitch; *Vice-Presidents*, Stillman Witt, James M. Hoyt, Wm. Bingham, John Tod, Earl Bill, and O. J. Hodge; *Counsel*, W. H. Gaylord; *Secretary*, H. F. Brayton; *Treasurer*, E. R. Perkins; *Executive Committee*, Dr. E. Sterling, Wm. Edwards, W. P. Fogg, H. C. Brockway, W. J. McKinnie, D. L. Wightman, C. P. Pettengill, N. H. Merwin, and C. B. Burnett.

An act of incorporation is passing through the legislature, and the Society gives promise of doing active work.

A SOCIETY has been organized at Patterson, N.J., of which we shall publish a list of officers next month.

THE Connecticut Society has not yet completed its organization.

OVERLOADING HORSE CARS.

It will be remembered that we gave notice, some months ago, that we proposed to petition the legislature for a law "lessening the suffering of horses by overloading horse cars on street railroads."

The petition was duly presented, and referred to the Committee on Horse Railroads.

As it is a matter in which our readers are interested, and as it is fair that our friends should know what we endeavor to do, and what difficulties we meet with, we publish below a phonographic report of a portion of the proceedings at the hearing, March 13, before the committee, and an account of the subsequent action of the legislature.

THE HEARING.

FRANK B. FAY, Secretary to the Society, said, —

Mr. Chairman and Gentlemen, — A great public interest is felt in this question; and we, as the special representatives of the animals, hear more of it than you or other gentlemen. There is a constant pressure made upon us that something should be done in regard to the overloading of Horse Cars; a constant criticism and complaint that we fail to do our duty, and that we make a distinction between corporations and individuals. They say, "You prosecute the teamster who overloads his team, but you fail to prosecute the corporation who are constantly overloading their cars." If it were not occupying your time too much, I could give you a great many instances of these complaints; but I will only venture to read a letter which we received last night, and one which has just been handed to me, to show you something of the public feeling in regard to this matter. One letter is from a member of the society in answer to our invitation to renew his membership. He returns it with this endorsement: —

"When you turn your attention to the abuse of the poor horses on street cars, I shall be happy to contribute to your society fund. You prosecute the poor man who can afford but a poor, cheap horse; but the Horse Railroads you do not interfere with; some say you dare not."

I shall give you a reason why we do not; but why we dare not prosecute them, if we had the power, does not appear. The other letter is from a lady, and she asks as a favor that it be read here. (It described the suffering of horses at Chardon Street.)

If you will give us a law, we shall show that we make no distinction. We are obliged to make that distinction now. We come here representing the humane interests, the public interests, and, strange as it may seem to you perhaps, the interests of the Horse Railroads, because we shall show that they agree with us that it is for their interest that the number of passengers should be reduced. The public convenience we are not here to protect, — we are interested for the animals. We are organized for the purpose of protecting them.

Mr. Angell, who follows me, will submit a Bill covering a remedy. Now, we have not the desired power, and the Horse Railroad Companies claim that it is the fault of the public, who insist upon getting on the car when it is already full. Let me submit the evidence which they gave last year before your Committee in the controversy between competing Railroads. — I think the Metropolitan and the Middlesex. Samuel W. Bates, Esq., counsel for the Metropolitan Railroad, said: "They admitted that at certain hours of the day, in the morning and evening, they were very much more crowded than they ought to be. They were crowded to the detriment of the Company, as well as to the comfort of the people. A car was not to be considered crowded if it did not contain over thirty passengers. It was expected that some passengers would stand; and some preferred to do so. It was to the detriment of the Company, because it overstrained the horses, and broke down the cars. If there were over forty or fifty in a car they could not carry them with profit. The Horse Railroads have given more attention to this than any other question; but, up to the present time, no remedy has been found."

John C. Stiles, superintendent Cambridge Horse Railroad, said, "He had been connected with public travel nearly all his lifetime, and for sixteen years superintendent of the Cambridge Horse Railroad. A fair load for a car, a paying load, was about forty passengers. They had carried as many as eighty. It was a disadvantage to the road to carry over forty on a car. If he knew he was to have sixty passengers he would send two cars. He had taken all the pains he could take to prevent carrying so many persons in a car. If cars were blocked so that five empty cars came up to Bowdoin Square when two hundred passengers were waiting, two-thirds of them would get on the first two cars. The people would do this invariably. The more there were in a car, the more wanted to get in; and the women were worse than the men."

Now, gentlemen, there is the evidence of the representatives of the Metropolitan and Cambridge Horse Railroads, both contending that a lesser number was more profitable for them. Therefore, we say, that, for their interest, as well as the humane interests, a law, such as we ask for, should be passed.

In the bill which Mr. Angell will offer, you will find that we do not propose to confine the responsibility to the Company.

We propose, also, to hold the public responsible. The cruelty is apparent to you and to every one, and we do not propose to occupy your time with witnesses here to show that fact. If it is required, we can bring an hundred witnesses to show instances where, in their opinion, the animals have suffered from overloading.

THE CHAIRMAN. — I suppose the Committee are all conversant with the fact that the cars are often crowded to excess. We may take that for granted. I think your main point would be whether habitually their horses are ill-used so as to result in ill-health and cruelty. And there is another thing: as to this overloading of horses, the General Statute provides that "whoever overloads, or drives when overloaded, or procures to be so overloaded or driven when overloaded, any animal, shall be punished, &c., &c." Now it seems to me a question for the Committee whether it does not give you ample remedy for the evil you complain of. It would not, I take it, be cruelty in every case where a car carried more than forty persons. For instance, a car may be going along with fifty or sixty people on level ground, but when it came to Park-street Church, for instance, there may be a difficulty in getting up the hill,

when the cars are heavily loaded, and the horses may perhaps be taxed to the utmost extent of their muscular power. Now, what we want to know is why you apply for powers against the Horse Car Companies more than any one else, when that General Statute provides against all you want.

MR. FAY. — Of course we have read that law hundreds of times within four or five years, and have had it presented to us many times by our people, and are quite aware of the strength of the law, as it seems to you and to the public, while we had reasons which we shall present here why we ask for this additional law; and inasmuch as you have suggested the question, I will endeavor to present them now. Before we can proceed against a corporation, you must bear in mind, we must have an indictment before a Grand Jury. You cannot prosecute a corporation before a Police Court, so that we of course go to the legal representative of the county, and ask what we are called upon to prove, before we can convict the Horse Railroad Company of overloading, and we are told that "we must show that a certain horse was, in consequence of such overloading, strained or injured, at a given time and place. It is not sufficient to show that the horses had to exert all their strength to draw the car, but you must show that they were injured thereby, and the only way you can show that is by a medical examination. That would involve the knowledge, on our part, of the previous condition of the animals."

Now, we cannot have veterinary surgeons who have examined them beforehand, and will examine them immediately after, to see what injury they have sustained. We have to show special injury to a special pair of horses at a special time and place. You will bear in mind that it is different with a team-horse. The cases where we prosecute the teamsters are where their horses are unable to draw the load, — where the driver tries them repeatedly and they cannot do it. Then we are able to say, "You are overloaded and you cannot do the work." But the Horse Cars accomplish the work so far as you can see, they actually draw the car; but they draw it, as we contend, under circumstance of great suffering to the horses employed on the cars. They wear out three times as fast as horses driven in any other way. Now, if we were to proceed under that Act, the Court would say, "What proof have you that these horses were overloaded?" They have drawn the car; and therefore we have to show that they were suffering. That is the reason we have not prosecuted the companies. We have not been idle about this matter. We have consulted the District Attorney, and the Judges of the Police Court, but we never have seen our way clear to carry a case before the Grand Jury. When the snow was on the ground, and we stopped the Horse Cars on the road, the horses were struggling and failed to get along, and we said, "If you make any further attempt to draw the car, we will arrest you;" and they were obliged to lighten the load.

THE CHAIRMAN. — Well, now, I have not examined the law as to corporations. I was not aware that you could not proceed against a corporation; but why can't you proceed against the driver?

MR. FAY read an extract from the General Statutes under which the driver could be arrested, provided the horses were unable to draw the car.

MR. FAY. — All the superintendents, when they meet us, are very fair. They say, "We don't want any cruelty to animals, we don't want any beating of horses; if you find a man on our cars doing so, report him to us and we will discharge him;" and they have done so.

We cannot be present, of course, at all cases of overloading; therefore we want a law which shall not only control the Corporations, but the public. We have no doubt that, within a very few years, steam or some other motive power will be introduced, and horse labor will be done away with on street cars; but, meantime, we must do what we can to protect them from suffering.

This is not the first effort we have made in this direction. In 1869, when the present Statute was enacted, we introduced a section covering this very point; but the Judiciary Committee struck it out. The pressure is constantly increasing upon us to have something done; but there is a great difference between the case of a horse car where the horses can actually draw the load, and a team where they cannot draw the load.

THE CHAIRMAN. — Now take a South Boston car and go to the Old Colony Depot, — there is no up-hill there at all. I have known that car so crowded that often people have to stand up. Now, there is no case of overloading there, if it is crowded to its utmost capacity. Would that be cruelty to the animals for me to get on that car?

MR. FAY. — No doubt if such a law were passed there would be many instances where, on level ground, or a descending grade, no notice would be taken if there were over forty passengers. We think that when you see sixty or seventy people on a horse car you may be sure that the horses are suffering, and the statistics go to show that horses used on Horse Cars wear out faster than others.

MR. PALMER (of the Committee). — Don't you think they suffer more by travelling over these pavements than they do by all the overcrowding?

MR. FAY. — That can scarcely be so, because team horses are travelling over the same ground, and more miles per day, and yet they don't break down so quickly as the car horses. It is represented that horse-car horses do not last, on the average, more than five years. People often complain to us that they are driven all day long. It is not so. They are driven fifteen to eighteen miles a day, and are occupied three to four hours. There must be some reason, therefore, why these horses break down. It is not the number of miles; it is not the pavements; it must be something peculiar to that kind of labor.

THE CHAIRMAN. — One of the principal objections to allowing the Middlesex Road to go up Old Mount Street is that the street is already overcrowded with street cars. Now you would have us add thirty per cent more cars to accommodate the public.

MR. FAY. — Yes, certainly, it is a question between the public convenience and the animals. We are here, as I say, to represent the animals; we are not here for the public convenience.

THE CHAIRMAN. — Well, it is all very well to get up a theory, but we are here to deal with the question practically. Now, would you object to eighty people getting on a car on a level or descending grade?

MR. FAY. — We do not care how many provisions you put in the Bill if you will cover that one point, — protecting the animals. Of course, we come here representing one interest; you are here for the whole public interest. We ask for something to protect the animals, which we say and which the Corporations say is required for their interest. We quote their evidence because they are experienced and practical men.

MR. PALMER (of the Committee). — Here's the great point, — the accommodation of the public of Boston. Now, the question, to my mind, is this: To pass a certain law by which these animals would live a year or two longer would work a great inconvenience to the public. If the question is between the public convenience and breaking down the horses a year or two sooner, I shall go for the public convenience.

MR. FAY. — A horse ought to last a great deal more than five or six years. We only ask, gentlemen, for some law to give us control of the matter of overloading; and that the law shall define distinctly and clearly what is an overload. It is clear that some such law is needed. At present we must prove special injury in a special case, which obliges us to prove the previous condition of the horse, and this we cannot do.

Now, this Bill proposes what the public say is for their interest, and what the Horse Railroads say ought to be done, and what we say, on behalf of the horses, ought to be done. I might stand just as properly here for the Horse Railroads and for the community at large, as for the Society on this question. SENATOR FRENCH (of the Committee). — What I apprehend is this, that in some places, as our Chairman suggested, in coming along on a level grade, in fine weather, any number of passengers who wanted to get on to go to the depot might do so without any detriment to the horses, whereas, going up hill, forty would be sufficient.

Now, if they could only carry forty under any circumstances, it would be a great inconvenience to the public, and, under some circumstances, no benefit to the horses. Now, if it is left to the judgment of the driver so that if these cars contain fifty or sixty persons then he can say that no more shall get on, I think the Committee might see their way to report that Bill; but, if you want the whole thing, why, I cannot work it out in my mind, and I don't think you can in yours. Can you suggest any remedy in part, where it is a very heavy grade?

MR. FAY. — Not unless they have an extra horse. SENATOR FRENCH. — My object is to see if the Committee could not make some provision to give partial relief, if not the whole relief your Society ask for.

The bill proposed by Mr. Angell was read to the committee, as follows: —

AN ACT

TO PREVENT THE OVERLOADING OF HORSE CARS.

Be it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows: —

SECT. 1. That on no Horse Railroad car in this Commonwealth shall be carried more than twenty passengers for each horse drawing the same.

SECT. 2. That whenever on any such Horse Railroad car there shall be twenty passengers for each horse drawing the same, the conductor shall notify every person who shall get upon the same, or, if possible, before getting upon the same, that the car is already full, and shall refuse to receive such person; and any conductor failing to do this, shall be punished by a fine of not less than five nor more than twenty dollars for each offence.

If such failure shall be in pursuance of orders from or through the fault of the corporation, company, or person employing such conductor, then he shall recover from the corporation, company, or person employing him, said fine and damages.

SECT. 3. Whoever shall continue to remain on the car after being notified by the conductor that the car was full when he or she got upon it, shall be punished by a fine of not less than five nor more than twenty dollars; and any person found violating this section of this act may be arrested and held without warrant, in the same manner as though found breaking the peace.

MR. GEO. T. ANGELL, President of the Society, then addressed the Committee. He said, —

I wish to say, in the outset of this bill which I propose, I offer simply as a citizen of the State, not as president of the Society, not as a bill offered by the Society. There are all sorts of opinions on this subject amongst our members. Some would not be satisfied with anything short of the French system, which limits the number of passengers to the number of seats. Others have other opinions. And as we depend entirely upon the charitable contributions of our members, I do not wish to offend any. I give time and money to this object, believing it a good one, and wish others to do the same; therefore I offer this bill simply on my own responsibility, as a citizen of Massachusetts. I would say, that, this morning, I have met Mr. Peabody of Lynn, who appeared before your Committee yesterday. He has been one of the Directors and the attorney of the Boston and Lynn Horse Railroad for several years. He tells me that that Horse Railroad they are compelled sometimes to draw ninety (90) passengers, with two horses, and the corporation has no power to prevent it. He says it is a great injury to their horses; and that sometimes on a single Sunday they are injured more than by ten days of ordinary work. He says, "It is not only an injury to the horses, but the conductors cannot, when the cars are so crowded, collect all their fares; and it is unprofitable in that way." This I simply put in as the evidence of one of the Directors of the Boston and Lynn Horse Railroad.

THE CHAIRMAN. — Don't you think, sir, that, in pursuance of his ordinary rights, he would have power to stop it under the existing law?

MR. ANGELL. — I don't think he would. If you give us the law we ask for, we may be able to accomplish this result; but with the best efforts now we find it absolutely impossible to prevent overloading.

MR. CHAIRMAN. — Upon that point I would like to understand you. Is it not a principle of common law and common right, that a public company is not obliged to receive passengers beyond the capacity of the car? Is there any law compelling them to do so?

(Continued on last page)

Children's Department.

Which is the Beast?

WHICH IS THE BEAST?

PEOPLE waked up, by and by, to rub their eyes, and find that the humane society, which they had called "nothing but children's nonsense," was really a power in the town. It happened on this wise: It was one of the early June days, and summer had surprised the rest of the world, and Eastford, by coming upon them with one bound. The mercury stood at ninety-five in the shade. High-noon, and every man greeting every other man with interjections on the heat, when a noisy pair appeared driving into Eastford on the X— road, racing up Long Hill with a horse just ready to drop down in the thills. "I say, Harriman," cried Cad Rogan to the driver, — the two men were well-known throughout the country; best known in the grog shops and police courts. — "I say, you've been driving that horse pretty hard, haven't you?"

School was just dismissed. The sidewalk was covered with boys and girls. The affair happened in front of Judge Otis's house.

"Nothin' but a pack of school-boys!" said the fellow with an oath. But he looked about. There was a round dozen of them, and Harriman saw that in their faces which frightened him.

In the scorching, blasting heat of this June day, Harriman had driven this jaded beast ten miles — up-hill miles they were — from X— into Eastford, without stop or stay, and here they were. The horse stood drenched with sweat, legs shaking, eyes blood-shot, nostrils red, and breathing like a creature in death agonies. There was Judge Otis coming briskly down the walk from his house.

"Here they are sir, man and beast," cried Ned.

"Which is the beast?" asked Judge Otis, and his kind old face took on a look of wrath which no boy there had seen it take before. Ten minutes more and the road was cleared. Harriman and his drowsy comrade were marched off to the lockup, to await trial before a justice. They were fined fifty dollars a piece, and went to jail for lack of the wherewithal to pay. Cad Rogan and Ned Canning, with the doctor's man, were in the stable working away for dear life over a half-dead horse. You may wish to know, as most people did, what became of the animal; and I think you will be glad to hear that the rubbing, brushing, and blanketing, saved his life, and that he went home to his master, next day, a sadder and wiser beast. So much for the Humane Society for one day.

"I tell you," said Miss Hopsy, with great earnestness, — "I tell you I'm thankful 't the Lord has let me see this 'fore I die. I've lived here in this town of Eastford ever since I was born; 'n' I've seen more sufferin' among dumb creatures than I could tell ye. 'The whole creation groanin' and travellin' in pain, together 'till now.' I b'lieve that air's what the 'postle meant when he said them words, an' I tell you it's time them things was looked into. I'm glad we've got a teacher 'mongst us here that's got the heart to do it. I say now what I've al'ays said, that no blessin' would be sent down on this Zion 'till folks stopped abusin' dumb creatures." — From "Striking for the Right," by Julia A. Eastman.

INSECTS FIDDLE.

THE chirping and singing of the cricket and grasshopper are frequently spoken of; but they do not sing; they fiddle. By rubbing wings and legs together, — each in a manner peculiar to the species, — these insects produce the sounds which characterize them. Perhaps our best insect instrumental performer is the "katydid." Each wing contains a little tambourine; and, by the opening and shutting of the wings, these are rubbed against each other, and produce the sounds of "katy-did-she-did," which can be heard at a long distance, and gives the insect its name. These sounds are supposed to be useful in enabling insects to find their mates; or they may indulge in them for their own gratification, and to add to the general harmony of nature. — *Selected.*



For Our Dumb Animals.

THE LITTLE CHEAT.

BY ELIZABETH OAKES SMITH.

Now, Kitty, look up in my face,
I've something grave to say:
That little mouse-hole is a place
Where you delight to stay.
You sit there blinking in the light,
And never stir a paw:
To cheat, Miss Kitty, is not right;
It is against the law.

You think poor mouseie will not know
That you are sitting there:
To cheat dear little mouseie so,
Indeed, is hardly fair.
You need not look so sleek and nice;
Your naughty ways I know;
You sit whole hours to watch for mice:
Go, little cheater, go!

WASHINGTON IRVING AND THE BIRD.

A FRIEND, while walking with Irving through his grounds, observed a bird sitting quietly on her nest close beside the path. He called Irving's attention to the fact, and expressed surprise at her apparent freedom from alarm; to which Irving responded, "She has nothing to fear here; I have passed her twenty times, and I have not molested her, nor has she ever molested me."

WHAT Yankee would ever have thought of protecting small birds from their persecutors by tying whistles to their tails? But this plan has been in operation in China for a thousand years. Doves are numerous there: but they were so preyed upon by the vultures, that a tin whistle was placed upon the tails of many of them, which makes a shrieking noise when the bird passes through the air; and the vultures are frightened by this.

A DOG, whose master got on board the cars at Wareham the other day, followed the train to Tremont, and reached the station in time to be taken into the cars.

HOW SMART MANAGED THE SHEEP.

SMART was a sheep-dog that belonged to a Mr. Scott, who lived in Scotland. On the large sheep-farms of that country, a single shepherd often has the charge of from three to six thousand sheep.

The shepherd has with him usually two dogs: of these, one is the driving-out, the other the bringing-in, dog. To the first the shepherd points out a number of sheep, and informs him by voice and action that he wishes him to drive them to a distant hill. The dog at once does as he is bid.

In the same way the shepherd informs the second dog that a lot of sheep on a distant hill are to be brought to the spot on which he then stands; and off runs the second dog, and brings the sheep to his master.

Mr. Scott's dog Smart was so trained that he would never frighten the sheep. In driving a flock from one pasture to another, the sheep would often take a wrong turn, and then scamper off as fast as they could go.

At such time it is the custom of shepherds to send a dog after them at the top of his speed. He is not long in overtaking them, when, if the weather be warm, and the lanes narrow and dusty, the sheep are much frightened, and not unfrequently are hurt.

Now, to prevent this, Mr. Scott would order his dog Smart to go the other side of the hedge or fence, saying, "Now, go ahead, and bring them back, and take care not to frighten them."

Smart would trot off so that the sheep should not see him, and in a short time would peep over or through the hedge. At length, when he had satisfied that he had got ahead of the sheep, he would come himself out gently in advance of them, and drive them back down the lane so quietly as not to give them the least alarm.

Smart would never attempt to go ahead of a flock in the usual way: he would manage so that the sheep should not know that he was trying to get ahead of them.

Reasoning man may take a lesson from Mr. Scott's dog, Smart.

FANNY'S BLANKET.

A TRUE STORY.

FANNY, the brown horse, had been blanketed in the stable, through the winter, as a matter of course. But when spring had fairly come, and the nights were mild, her blanket was left off. Soon, however, there was a change of weather; and the nights, though not severe, were such as, in Fanny's own estimation, made her blanket needful. Her owner, however, did not think of it. Her stall on one side is only boarded about as high as her head; and the blanket was left lying across this partition.

In the morning, when her owner went into the barn to give her her breakfast, her blanket lay in a roll on her back. No one could have been in the stable; and, of course, if hands had put on the blanket, it would have been spread over the horse.

Fanny had turned her head as far as she could, taken the blanket in her teeth, and tossed it, in a roll, over her. If not quite efficient for the time, it was a plain request for the future. — *M. O. J. in "Children's Hour."*

A STRANGE AFFINITY. — A cat, some weeks ago, took a fancy to a house on Bush street, and transferred her entire family into the rear premises from a neighboring coal-yard. A previous occupant of the premises was a little black-and-tan pup, a few weeks old. The cat was much annoyed by the attention of the family to her little ones, and used to hide the kittens away in remote places. One day, while removing the youngsters, she also took the pup by the back of the neck, and transferred him to an old valise on a wash-house roof, where the kittens were stowed away. From this event, a strong friendship sprang up between the old cat and the pup; and now she watches it complacently as it mingles in with the family circle, correcting the canine with a blow of her paw when he seems to treat the kittens too roughly. — *San Francisco Bulletin.*

OUR SCHOOL PRIZES.

As it happened, our offer, this year, was issued just as many of the schools, in inland towns, had closed or were closing, and hence in such cases, the scholars did not compete, or had little time to write.

We have no means of knowing how many compositions were written, as, at our request, the school committees selected three from those offered in each town. Doubtless they had the same difficulty that our committee did, to decide upon the relative merits. In the examination many were marked 2+ and 3+; but as only twenty first prizes and fifty second prizes were offered, this number had to be selected, when there was only a shade of difference between these and those in the next grade below.

Some were evidently written in haste; to some the subject was entirely new; while others, who had read our paper, or whose parents and friends had been interested in the cause, had become familiar with it, and could readily write upon it. Let the subject be different, and many of the contestants would change places. Then, again, the decision was made, not upon the merit of the composition as a literary production, but with reference to its treatment of the subject.

Few compositions were written in Boston, as the School Committee have but monthly meetings, and did not come together till after the time expired, and then they laid the subject on the table. As the Boston schools had the whole field last year, perhaps it was as well that the other parts of the State should be the principal competitors this year.

The few Boston compositions sent in, however, were considered by the Committee.

We hope School Committees and teachers in this and other States will encourage scholars to write upon this subject of "kindness to animals," although there may be no prizes in view. It contributes, as we believe, largely to the progress of humane education, and hence makes better scholars and will make better men and women.

The prizes have been forwarded to the successful competitors, through the School Committees or Superintendents; and each will receive in addition, through the P. O., a copy of our paper, monthly, for a year.

The following is the

LIST OF PRIZE SCHOLARS.

FIRST PRIZE.

Adams, Frank S.	Westboro'.
Drury, Ella M.	Natick.
French, Charles S.	Peru.
Gale, Bennett T.	Lee.
Gooding, Fred.	Brookline.
Hadselle, Belle.	Pittsfield.
Howe, Susie J.	Gardner.
Hall, Mattie I.	Chatham.
Jennings, Alice C.	Boston Sch'l for Deaf Mutes.
Lingane, David F.	Fall River.
Putnam, Charles S.	East Cambridge.
Pierce, Annie E.	Grafton.
Rice, Grace S.	Hudson.
Scott, Charles S.	Chelsea.
Sanderson, Lillie.	Barnardston.
Slade, David F.	Fall River.
Sargent, Lulie B.	Melrose.
Woods, Mary F.	East Brimfield.
White, Helen M.	West Brookfield.
Woolfenden, Emma C.	Salisbury.

SECOND PRIZE.

Averill, George C.	Greenfield.
Blinn, Hattie E.	Lexington.
Brown, Minnie T.	"
Beal, Belle F.	Natick.
Brown, Kathie L.	Reading.
Bassett, Florence M.	Berlin.
Breck, Fanny E.	Brighton.
Borden, Mattie Knowles.	"
Barber, Carrie A.	Barnardston.
Bagley, A. M.	Fitchburg.
Clark, Mattie G.	Boston.
Crossman, A. F.	Pittsfield.
Deane, Hattie M.	Gill.
Esten, Elmer E.	Blackstone.
Eddy, Alice Maude.	Chelsea.
Eaton, Grace E.	North Reading.
Ferrally, Minnie M.	Gt. Barrington.
Fessenden, Albert F.	Cambridge.
e C.	Salisbury.

Greene, William R.
Giddings, F. H.
Holmes, Sarah E.
Holbrook, C. Isabelle.
Howland, Alice T.
Jones, J. Edwin.
Kerr, George.
Lester, John C.
Leonard, H. Lizzie.
McCarthy, Maggie.
Mears, Addie I.
Mosely, Annie T.
Nash, Emma C.
Neate, Amy E.
Plumer, Grace H.
Parker, Emma A.
Perry, George M.
Rice, Angeline.
Rowell, Lizzie G.
Rogers, Samuel S., jun.
Robbins, W. L.
Rowe, Edith O.
Scarborough, Anna H.
Sumner, Margie.
Stevens, Wendell Phillips.
Slack, Minnie E.
Sargent, Hattie A.
Thompson, Ida F.
Wixon, James Hen.
Wilbur, Lucie M.
Williams, Jabez.
Wheelock, Lucy.
Wilbur, Wm. James, jun.

THIRD PRIZE.

Allen, Franklin R.
Andrews, Annie G.
Allen, Henrietta C.
Allen, Freddy A.
Allen, Laura A.
Bristol, Fannie A.
Bridges, Nellie M.
Bates, Addie L.
Brown, Edwin W.
Bascom, George M.
Bidwell, Amelia A.
Bridgman, Howard A.
Bosworth, E. Gertrude.
Bouldrey, Emma D.
Brainard, George.
Bean, H. Hibbard.
Burr, Fannie W.
Burgess, Arabell E.
Bassett, Helen E.
Bennett, Hattie A.
Briggs, Annie H.
Brown, Edward L.
Brown, Ella S.
Bagster, Celia S.
Canning, Sarah.
Coveney, Jennie.
Chase, Isaiah L.
Crouch, Sarah L.
Coulter, Annie A.
Clarke, Geo. L.
Clarke, Nellie.
Chace, Lillie.
Clapp, Hattie M.
Chase, Jennie A.
C—, Lizzie R.
Cooke, Henry D.
Dutton, Augusta.
Dooley, P. W.
Dooling, James J.
Eaton, James E.
Ewing, Sarah M.
Ela, Elwood S.
Emmons, Carrie.
Emmons, Lizzie.
Freeman, Georgiana.
Fuller, M. Lillie.
Fowler, Minnie A.
Fitts, Wilfred L.
Fenno, Spencer B.
Felton, Fred B.
Gerry, Mary W.
Gates, Cora.
Greene, J. M.
Gurney, Frank A.
Gardner, Sarah A.
Holbrook, S. Ella.
Hoadley, Alfred H.
Hawse, Loring B.
Heebner, Charles F.
Hall, George E.
Haynes, Edward C.

Somerville.
Gt. Barrington.
Lexington.
Berlin.
Woburn.
Boston.
Grafton.
Gt. Barrington.
Mansfield.
Gloucester.
Woburn.
Boston.
Gloucester.
Pittsfield.
Lexington.
Leominster.
Ashland.
Sunderland.
West Acton.
Lee.
Roxbury.
Gloucester.
East Brimfield.
Boston.
Gardner.
South Boston.
Gloucester.
Milford.
Fall River.
Milford.
Mendon.
Reading.
Clarksburg.

Hudson, Beckie B.
Hutchinson, Orietta V.
Hall, Myra P.
Hagerty, Herbert A.
Hodge, Vella L.
Holt, Fred R.
Holt, Herbert A.
Herrick, Thomas W.
Holton, Nina.
Jones, Minnie E.
Jenkins, Amy.
Jennings, Addie.
Kellogg, Lucy H.
Killam, P. Minot.
Kittredge, Joseph, jun.
Locke, Mary S.
Lopez, Charles W.
Lovejoy, Mary A.
Lincoln, Walter.
Little, Edna F.
Little, Edith B.
Morton, Francis P.
Morton, F. H.
Muzzy, L. M.
Manning, Ellen L.
Noon, Alfred.
Norton, Ada E.
Newcomb, Amy F.
O'Neill, M. H.
Ord, M. Jennie.
Potter, Carrie A.
Porter, H. E.
Pettes, Ada P.
Peabody, Samuel S.
Parker, Levi.
Perry, W. Edward.
Perry, Bliss.
Page, Hattie F.
Pillsbury, Fannie L.
Rice, Arlie F.
Ripley, Adelia L.
Rockwell, Charles.
Rhodes, Venice H.
Stevens, Warren A.
Shaw, Nellie L.
Sears, Mary W.
Sargent, Annie F.
Salmon, Timothy B.
Stearns, Julia Carrie.
Spooner, Arthur W.
Schuler, Louisa A.
Soule, Hattie E.
Stone, Emma F.
Stetson, Lucy A.
Smith, Jennie E.
Smith, Frank.
Sargent, Annie W.
Stowe, Ella M.
Symonds, Andrew H.
Turner, Hannah L.
Turner, Clara M.
Thayer, Addison S.
Tewksbury, Alfred.
Townsend, Nellie L.
Tweed, Maggie.
Taylor, Nellie M.
Taylor, Ella Florence.
Vaughan, Lucia M.
Vining, James W.
Webber, Hattie M.
Wood, M. E.
Wilson, Lewis G.

Lanesborough.
Lawrence.
Mansfield.
Bernardston.
West Brookfield.
Duxbury.
Everett.
Milford.
Sheffield.
Winchendon.
Sheffield.
Boxford.
No. Andover.
West Dedham.
Duxbury.
No. Andover.
Boston.
Newbury.
Plympton.
Reading.
Spencer.
Everett.
Heath.
Melrose.
Quincy Point.
So. Hadley Falls.
Medfield.
Boston Highlands.
Brighton.
Boston.
Newbury.
No. Reading.
Hanover.
Williamstown.
Holyoke.
Tewksbury.
Rowe.
Plympton.
Peru.
Clarksburg.
West Acton.
Bedford.
Plainfield.
Quincy.
Richmond.
Sherborn.
Southampton.
Winthrop.
Woburn.
Hanover.
Huntington.
Dover.
Everett.
Grafton.
Gardner.
Dighton.
Hanover.
West Medway.
Winthrop.
Monterey.
Raynham.
West Acton.
No. Andover.
Raynham.
Weymouth.
Holyoke.
Roslindale.
Southboro'.

THE BIRDS HAVE COME.

Now is the time to hang on the neighboring trees pieces of twine, thread, cloth and other material for nests. Notice how the Golden Robins will select the linen from the cotton thread.

Encourage the children to provide this help for birds, and it will promote the love and habit of helping their human companions who are less fortunate than themselves.

SAVED BY A DOG. — During the boat-race on Charles River, on Fast Day, one of the spectators on the shore became so deeply interested that he inadvertently lost his balance, and took a sudden plunge into the cold brine. A large dog, rushing into the water, succeeded in keeping the man's nose above the surface until a relief-boat reached the scene. — Transcript.

(Continued from page 293.)

MR. ANGELL.—No, Mr. Chairman; but, if you were one of our directors, you would find the great difficulty is this: that it is almost impossible to tell when, in the eye of the law, horses are overloaded. Horses, like men, are old and young, strong and weak, tough and tender, tired and rested, sometimes sick and sometimes well, sometimes hungry and sometimes well-fed. A horse may do one day what he ought not to another; and one horse may be able to do what another of the same size and weight cannot do. Now the question is, When are the horses overloaded so that the courts will interfere? Suppose we arrest a car-driver for overloading his horses. We get into court, and the question is asked, "How do you know they were overloaded?"—"Well, they looked so,"—"But didn't they draw the car?"—"Yes,"—"Were they not able to work the next day?"—"Yes,"—"Well, how are you going to prove cruelty?" and there is the difficulty.

THE CHAIRMAN.—Have you any objection to a man using his animal to his utmost power as long as he possesses his health?

MR. ANGELL.—Well, they don't preserve their health. In Chicago, when I was there, the testimony was that car horses did not last over two years. They are well fed and mercifully treated; but they break down with the hard work in two years, and are then sold into dump-carts, and pounded and starved and abused until they die.

THE CHAIRMAN.—Why can't you protect them by the law? MR. ANGELL.—If we had the six hundred police of Boston, and the constabulary throughout the State, perhaps we might; but our Society is supported by voluntary contributions, and we have only three paid officers. These three officers are occupied, nearly the whole time, making complaints, hunting up evidence, and trying cases in court; but they cannot protect all the broken-down horses in dump-carts throughout the State. It is an impossibility for us, with these three officers, to enforce the law.

Now, in regard to the French system. I passed four months in Paris in 1869 and 1870, and I never saw there a car or omnibus horse overloaded or ill-used. They were all plump, fat, and healthy; and I read last evening that the companies in Paris never sell their horses to be afterwards used. The reason is, they are never broken down by being overloaded. A French omnibus has on the outside a sign which tells how many seats are vacant. If there are ten seats vacant, or four, the sign shows it. Directly it is full, the sign is withdrawn, and no additional passenger is received. They have station-rooms along the route, where passengers receive numbered checks, entitling them to seats in the order of numbers: thus a child, or the most delicate lady coming first to the station, obtains the first seat, and our crowding and jams and rushes are unknown. The system works well in a city of about two millions of inhabitants. It is a luxury to see the horses. I never saw a driver touch one of them with the whip unkindly. The horses are as plump and healthy as possible. You always have a seat without crowding; the conductor thanks you for paying your fare. He is happy, the horses are happy; everybody is happy. When the millennium comes, I presume we may hope for something like it here; but just now I want some law passed, under which we can do something. I don't expect to turn over the world in a minute. As I have said, it is quite impossible for us now to prevent the overloading of Horse Cars. We can only keep working upon public opinion, come up here and try to get laws, and do the best we can under the circumstances. For this purpose, I would like particularly to ask your attention to the last part of the bill. I am sure that every officer connected with Horse Railroads should like to have this part of the act passed; for it is for their benefit, as well as that of the public. It is as follows:—

"Whoever shall continue to remain on the car after, &c." (Reading from the print). Now we have been called upon by the railroads. I remember an instance where we were besought by them to try to unload their cars to save their horses; and we did it, although we had no authority to do it. I would entitle this part of the act "An Act for the Protection of Horse Railroads;" and I think it might properly be entitled "An Act to enable Horse Railroad Companies to protect themselves from being compelled to ruin their horses by overloading;" for that is just what it is.

SENATOR FRENCH.—This last section, leaving all the others out, would simply give a right to the conductor, when he finds out that he has a sufficient number on the car, to say that no more shall get on. You say there is no power to the conductor now to say, when the car is loaded, "This car is full; you shall not get on."

MR. ANGELL.—Yes, sir. When he finds he has got as many as he ought to carry, immediately come ten drunken men, and say, "We are going to get on." The drunken men say they will get on. Then, under this law, the conductor can appeal to the first officer he comes to, and have them arrested. It certainly seems to me, that, to this part of the law, there can be no objection. It must certainly be admitted, that forty passengers loaded on a car, particularly in these days of contagious diseases, do object to the forty-first, second, third, fourth, and so on. Under the present system, forty passengers are discommodated, and the horses injured, by subsequent passengers who should wait for another car. This law is for the public benefit, as well as that of the horses. And it is also for the benefit of the companies; for their officers have testified, without contradiction, so far as I am aware, that it is not for their interest to carry more than forty passengers with two horses. (Then followed consultation between the Chairman and Mr. Angell not audible to the reporter.)

MR. GARDNER CHILSON, a director of the Society, said, "I have given great attention to this question. I have no doubt we could carry one hundred on a car, but it makes all the difference in the world what sort of grades we have. It is up grades that kill horses, and not coming down; and it is not on level grades. Now, gentlemen, you have got to fix a limit, the number on each car. You must not leave it to the driver or the conductor. They are not always gentlemen of discretion.

If any of you gentlemen want to have more proof of what you all know yourselves, all you have to do is to go to any of these steep grades and see these horses jumping and struggling along, willing to do all they can. I have many times interfered, but all I got was abuse. We must have a stringent law to protect our animals. We have to educate all the people up to it; and, Mr. Chairman, and gentlemen, we have a higher power to account to for our treatment of animals; we have a God to account to. I feel that every day, more and more. We ought all to understand that horses have feelings. If you look at some of these horses after going up these steep grades, you will see their countenances distorted, and you will see

that they are in perfect misery. How long does it take to kill a horse like this? I don't think more than about three years. You can see when they go out in the morning how much exercise they have to have before they can get into natural action, and I say it is cruel in the extreme. Now, there is another thing; I don't know that this comes under your direction." It is this, where none of our roads, Hanover Street, for instance, intersects with another, there is a curve as you know; and, often these horses are stopped right on that curve. Now we ought to have some law to prevent teams standing where these horses are coming up.

THE CHAIRMAN.—Now, take some icy morning when there are forty passengers in a car, and the rails are slippery; now, with say forty passengers, wouldn't it strain the horses to go up Hanover Street by that curve in the same way as with more.

MR. CHILSON.—Well, it would strain them; but not to the same extent as if there were more than forty.

SENATOR FRENCH.—Would you have the limit to the number of passengers the same on the up as the down grade?

MR. CHILSON.—Yes.

SENATOR FRENCH.—You wouldn't have any more ride on a down grade than you would on an up grade?

MR. CHILSON.—No; because it would not be safe to leave it to the driver's discretion.

MR. PALMER, of the Committee.—Then you would limit it to the number which could be carried on an up grade?

MR. PALMER.—Then if your law is to be a universal one, you would make the grade on the other side of the city, going up Sudbury Street, the test of what should be carried here in the city on a level grade? You say the limit should be decided by the steepest grade. Now, fix your law to the number that could be drawn up Sudbury Street, then you have the number of passengers from the Norfolk House, Shawmut Avenue, or Fremont Street, limited by the number which could be drawn up Sudbury Street?

MR. CHILSON.—I don't know how you can vary the law; you must have a limit. Now, on a level grade or down grade you can put sixty or eighty on, but who is going to regulate it on the up grades?

SENATOR FRENCH.—If you compel them to put three horses on at the up-grades, that would relieve the evil somewhat.

MR. CHILSON.—They do at some places now. But I don't think they should be allowed to overload at all. I have a feeling for the horses. They are noble animals, and, I think, are usually disposed to do what you want, if they know what you want, and you use them well; and I have often thought, when I have seen horses on the cars, that, rather than sell one of my horses to draw a car, I would send him to Ward's bone-yard, and have him disposed of at once.

Mr. Ricketson and Mr. E. B. Welch made a few remarks in favor of the petition of the Society, and the hearing was closed.

After "due consideration" the committee reported "leave to withdraw."

Mr. Fitz of Chelsea offered a substitute bill, similar to the bill presented to the committee. After considerable debate, this bill was rejected by the House. Mr. Carruth of Chelsea then offered another substitute bill as follows:—

AN ACT

LIMITING THE NUMBER OF PASSENGERS ON HORSE CARS.

Be it enacted, &c.,

Section 1. No Horse Railroad Company, in this Commonwealth, shall be required to carry on any car more than twenty passengers for each horse drawing the same.

Sec. 2. When a car on any Horse Railroad in this Commonwealth shall be loaded with twenty passengers for each horse drawing the same, the conductor thereof may notify any person thereafter getting upon, or attempting to get upon, the same, that the car is full, and shall decline to receive such person; and whoever shall continue in the car after being so notified by the conductor, and having opportunity to leave the car by the stopping of the same, shall be punished by a fine of not less than five nor more than twenty dollars; and any person found violating this act may be arrested and held without warrant in the same manner as though found breaking the peace.

It will be noticed that this bill simply gave the Horse Railroad Companies power to limit the number of passengers, and held passengers responsible for refusing to yield. This bill was also thoroughly debated, and was lost by five votes. An attempt to reconsider also failed. We have not learned that any good reasons were offered why either bill should not pass; but it did not, and no more can be done at this session. One attempt was made to ridicule our action, by Mr. Fitzgerald of Boston, who doubtless flatters himself that he was witty.

Our efforts have been defeated, but are not all in vain. All discussion leads to more thinking on the part of the public; and that is a gain.

Then the people will see that we have *once more* tried to get needed legislation, and we have an additional answer to those who say we "do nothing about overloaded Horse Cars." For the present, then, we must appeal to the people. If they really feel that the horses suffer, let them avoid getting upon overloaded cars. If they wish to show their interest in the cause of the horses, let them walk more, or wait longer for a car not overloaded.

In the mean time, the public may be assured we shall use *what law we have*, as much with the Horse Car Companies as towards others who offend.

CASES INVESTIGATED.

BY BOSTON AGENTS IN MARCH.

Whole number of complaints, 91; viz., for overloading 11, falling to provide food and shelter 7, driving when lame and galled 38, beating 8, torturing 2, driving when diseased 5, abandoning 1, general cruelty 15, bad streets 4.

Of the above, remedied without prosecution 60, not substantiated 16, not found 2, prosecuted 13, 11 of whom were convicted; the other two have not yet been found. Animals killed, 39.

FINES.

From Justices' Court, Brighton, 3 cases, \$15.00.

Police Court, Lawrence, 2 cases, \$21.00.

Municipal Court, Boston, 3 cases, \$40.00.

Witness Fees, \$10.55.

RECEIPTS BY THE SOCIETY LAST MONTH.

MEMBERS AND DONORS.

A. F. Carpenter, \$5; D. D. Slade, M.D., \$25; Mrs. D. D. Slade, \$25; Mrs. Stephen Hathaway, \$10; Miss Mary C. Tolman, \$11; Mrs. Ellen H. Flint, \$5; Miss Eliza B. Leonard, \$10; Miss Jane F. Dow, \$10; Miss Elizabeth Dow, \$10; Miss Cornelia Dow, \$10; Mrs. S. B. Barrell, \$5; Mrs. Thomas Cole, \$10; William Dall, \$5; J. B. Bright, \$20; Mrs. Wm. Ropes, \$10; Miss Marianne Ropes, \$10; William Gray, \$5; Mrs. T. M. Sanford, \$2; Miss Anna C. Lowell, \$5; John C. Ropes, \$5; Mrs. H. J. Blake, \$10; George B. Williams, \$10; Francis H. Gray, M.D., \$5; Mrs. A. B. Hall, \$10; A. B. Hall & Co., \$5; Buff Hall, \$5; Bess Hall, \$5; Miss Henry Edwards, \$10; George Fera, \$5; Miss Mary A. Wales, \$10; E. E. Mantion, \$5; Herbert Merriam, \$5; Mrs. Thomas Bancroft, \$5; Laban Pratt, \$5; Mrs. R. W. Emerson, \$5; Francis W. Welch, \$5; Rev. Luther Barnum, \$1; John M. Way, \$5; Mrs. H. P. Gillette, \$5; George Samuels, \$5; Francis H. Appleton, \$10; George B. Emerson, \$5; Miss Helen Bigelow, \$5; Chester Gould, \$5; Mrs. E. B. Bigelow, \$10; Rt. Rev. J. J. Williams, \$10; M. E. C. White, \$5; Alvah Morrison, \$5; John B. Taft, \$10; Mrs. F. H. Manning, \$10; James J. Abbott, \$1; Hon. John P. Rice, \$10; Daniel S. Curtis, \$5; John Colomare, \$10; Mrs. Dr. J. C. Dalton, \$5; John G. Hall & Co., \$5; Wm. H. Wood, \$5; Robert Wood, V.S., \$5; Mrs. F. A. Moseley, \$5; Mrs. L. Maria Child, \$5; Charles Kimball, \$5; Augustus Story, \$5; A. Homer, M.D., \$5; Mrs. Charles F. Adams, \$10; Mrs. Alida Pierce, \$10; George D. Oxnard, \$5; Mrs. George D. Oxnard, \$5; Susan I. White, \$5; Arthur T. Lyman, \$10; Amos P. Tapley, \$5; Otis E. Weld, \$10; A. M. Howland, \$10; George F. Farley, \$5; Harvey D. Parker, \$5; James P. Thorndike, \$10; C. W. Loring, \$5; S. Griffiths Morgan, \$5; John Jeffries, Jun., \$5; Mrs. B. Welles, \$5; Mrs. F. M. Reed, \$5; George Merriam, \$5; John Richardson, \$5; James E. Bailey, \$5; Stephen Salisbury, Jun., \$10; David Norris, Jun., \$10; Miss L. Thompson, \$10; Mrs. Augusta B. Thayer, \$5; Mrs. R. M. Lawrence, \$10; Miss Kitty White, \$5; Miss Caroline Duncan, \$10; Edward Cunningham, \$10; Mrs. W. Farnsworth, \$5; Mrs. B. F. Sturtevant, \$10; Mrs. S. R. Morgan, \$10; A. Firth, \$5; William Endicott, \$5; Charles Merriam, \$10; Joseph Dean, \$5; Wm. J. Foster, \$5; Mrs. Prince S. Crowell, \$5; Henry B. Metcalf, \$5; Josiah A. Smith, \$5; Mrs. Rebecca Conant, \$10; Mrs. Eliza J. Cook, \$1; A. J. Wilkinson, \$5; V. W. Warren, \$5; Hon. Isaac Livermore, \$5; Julius Chushman, \$5; S. H. Sanborn, \$5; Mrs. B. D. Greene, \$5; N. D. Chase, \$5; Miss Anna G. Leeds, \$5; H. B. Dennison, \$5; Henry S. Grew, \$5; C. W. Jones, \$10; J. M. Jones, \$5; Roger H. Leavitt, \$5; Rufus S. Frost, \$5; Miss P. W. S. Canfield, \$5; Henry Grew, \$5; Mrs. Charles Mifflin, \$10; Mrs. J. S. Warren, \$5; Charles W. Parker, \$10; Dr. W. C. B. Fifield, \$10; Mrs. R. T. Paine, Jun., \$25; Charles H. Appleton, \$100; Augustus T. Perkins, \$5; E. W. Willard, \$5; Mrs. Chas. T. White, \$5; Rev. Samuel May, \$5; F. W. G. May, \$5; James Jackson, \$5; William Hale, \$5; Mrs. Edward Miller, \$5; Mrs. W. P. Lunt, \$5; Margie L. Sumner, \$1; Matthew H. Kohlrausch, \$1; Mrs. Elizabeth S. Morton, \$10; A. W. Lamson, \$5; James Ellison, \$5; R. B. Forbes, Jun., \$10; Miss E. C. Adams, \$5; Mrs. Sibyl M. Hunt, \$10; Henry W. Warren, \$5; Mrs. Wm. H. Brown, \$10; Samuel E. Sawyer, \$10; Mrs. Samuel E. Sawyer, \$5; Lydia R. Swain, \$5; Miss Mary G. Chapman, \$5; George Faulkner, M.D., \$10; Mrs. George Faulkner, \$10; Rev. Wm. C. Gannett, \$5; C. C. Holbrook, \$5; G. P. Page, \$5; James H. Arey, \$2; Col. H. S. Russell, \$10; Miss Eliza Wage-taff, \$5; Miss Mary A. Clark, \$5; Miss Adelia Clark, \$5; Miss Caroline Clark, \$5; Mrs. S. E. Wescott, \$10; Henry Gardner, \$5.

SUBSCRIBERS, ONE DOLLAR EACH.

T. Salisbury, Mrs. H. C. D. King, V. P. McCulley, Rufus Kendrick, Mrs. J. C. Abbott, Mrs. Geo. Stevens, Horace Coburn, Harris Birnard, Mrs. J. G. Haynes, Mrs. Dr. Haskell, Rev. Mr. McIntire, Miss Sarah Churchill, Joseph P. Mantion, Mrs. G. M. Stroud, Miss Mary A. Ridgeway, C. F. Forbes, Miss F. M. Robinson, Mrs. George Ewing, Miss Mary M. Pennington, A. Worthle Parsons, Mrs. Dio Lewis, Leonard A. Jones, Isaac C. Holmes, Mrs. Nathaniel Cleaves, Dwight Hopson, Miss Helen Hopson, Mrs. B. Whitwell, Walter S. Davis, Miss Mary C. Tolman, Miss Julia P. Fox, Mrs. William B. Willard, C. F. Worthley, Miss Mary R. Baxter, Robert Adams, B. W. Spooner, E. H. Paige, Mrs. B. Kittredge, William D. Hitchcock, Rev. W. P. Breed, Ira M. Noyes, Albert O. Tubbs, Dana Library, Mrs. A. W. Bailey, Mrs. J. F. Arnsden, Mrs. E. B. Badger, Samuel T. Crosby, Dr. De Gersdorff, Dr. Calvin Ellis, Rev. Geo. Gannett, Mrs. T. Howland, Dr. H. L. Hoffendahl, Dr. O. W. Holmes, Dr. P. P. Ingalls, Dr. William Ingalls, Ephraim Merriam, Mrs. Moses Merrill, A. W. Numan, Dr. Putnam, Joseph F. Paul, A. P. Pierce, M.D., F. H. Peabody, Dr. F. P. Sprague, Dr. G. N. Thompson, H. W. Sparr, Dr. Moses W. Weld, J. Williams, Dr. E. D. Spear, Charles H. Thurber, Addison M. Smith, Mrs. Lydia G. Randall, Miss Carrie E. Smith, Mrs. E. G. Berry, Mrs. M. S. Bidwell, Mrs. Julia A. Cowing, Mrs. E. P. Carpenter, Miss S. J. Wiggins, C. J. Reynolds, Miss Marilla Merrill, Mrs. Eliza J. Cook, A. Richardson, Miss Addie G. Wile, Mrs. C. F. Sternberg, E. E. Washburn, G. H. Field, H. H. Ward, Mrs. George W. Hall, Mrs. Sarah C. Allen, Miss Nellie Peters, Wm. T. Carlton, H. C. Kendrick, George B. Hyde, Wheeler & Wilson, Mrs. R. W. Stackpole, Henry S. Wood, John S. Montlon, George B. Cordwell, Hiram A. Cutting, \$2; Miss S. L. Baldwin, \$3; Mrs. Henry Wetherbee, \$2; Miss Adele Biddle, \$17; Mrs. Champion, \$27.5; Rhode Island Society, \$7.50.

